

GOOCH HILL WEST NEIGHBORHOOD PLAN

SECTION 4: LAND USE PLAN/ INFRASTRUCTURE

4.1: Overview of Land Use Concept: The size of the Plan Area and the multiplicity of private property ownerships within it, require a land use concept to serve as the basis for future land use decisions consistent with Plan goals and strategies. Accordingly, the Future Land Use Map (Exhibit 4-A) illustrates general land use classifications (based on property ownerships) and their relationship to existing major arterial roads and natural land features.

The basis elements of the Land Use Map include the following:

- Implementation of GHW Plan Goal 1 to develop a sustainable, planned community (Section 3.1.1) with a compatible mixture of residential and business park uses and community facilities within an open space/parks/trail system;
- Recognition of the existing pattern of highway-compatible light industrial/ service/ retail commercial along the Huffine Corridor (I 191);
- Respect for major natural features such as the Middle Creek floodplain; and
- Responsible future development tied to infrastructure capacity.

The Future Land Use Map shows these elements in graphic form. A textual description includes the following:

4.1: Huffine Road Business Corridor: As noted above, the Huffine frontage of the Plan Area will accommodate future development of a mixed-use light industrial/ business corridor. The corridor will be separated from the Huffine Lane ROW by a landscaped buffer and frontage road to provide a better streetscape and more convenient and safer access to new development. This buffer will approximate 100 feet, including the frontage road width.

The potential north/south depth of this corridor is expected to reach 2600 feet in order to provide adequate space for planned business park development.

The anticipated land use mix will include a wide range of light industrial and commercial uses, such as research laboratories, warehousing, restaurants, medical clinics, health clubs, offices, banks, plant nurseries, hotels et al. All such development in the Huffine Corridor must demonstrate compatibility with existing and future uses. It is also expected that some land owners will propose mixed retail/residential projects where floors above industrial or commercial uses are designed to house residents who prefer this lifestyle.

The southerly border of the Huffine Corridor will include a landscaped trail to provide a buffer for the area to the south. The buffer should be designed to accommodate a Class II trail width of 25 feet.

4.2: Residential Neighborhoods: The bulk of the Plan Area is expected to develop over time as a series of planned residential neighborhoods with a mixture of housing types and densities. Those neighborhoods within the former Sales Ranch area, adjacent the Middle Creek Floodplain, will continue the existing pattern of low density residential lots (per Middle Creek Phase 1A Subdivision). Future residential development to the north will reflect the medium densities of recent projects such as Falcon Hollow Major Subdivision.

These neighborhoods will be planned and developed as increments based upon land owner decisions and the availability of infrastructure (See Section 5 for Plan implementation). Key design factors will include connectivity of local streets and trails so that bicycle and pedestrian access is feasible and convenient.

4.3: Community Core: In order to support necessary educational, shopping, cultural, public facilities and open space needs of the GHW Plan Area, a Community Core or Center is included in the Plan. This Core is shown in the Future Land Use Plan as an

area of approximately 25 to 30 acres. Potential uses within the Core include appropriate commercial uses, a future elementary school site, a fire protection/ EMS facility, a central community park, a community center for inter-neighborhood events, and a wastewater effluent infiltration site.

4.4: Middle Creek Floodplain/Park: Middle Creek is the dominant natural feature within the Plan Area, and will be protected as a major natural park. The floodplain will be delineated and the abutting fringe area will be improved as necessary to accommodate a pedestrian trail.

4.5: Parks, Trails and Open Space: The GHW Plan supports the concept of a planned open space system that links significant open space feature and parks with appropriate trails. Land owners and developers will be encouraged to pool their parkland dedications in lieu of fragmented, individual dedications based on a strict application of subdivision standards. For example, a centralized community park in the Community Core could be consolidated by dedication agreements among several developers. The resulting park would be more useable, more functional and more effectively maintained.

The implementation of this open space system will require cooperation and creativity among many land owners. However, the public outreach process that evolved the GHW Plan Draft emphasized the desirability of this concept. Many participating land owners have expressed their support.

4.2: Circulation Plan: The Plan Area will be served by new arterial roads as included in the “Greater Bozeman Area Transportation Plan 2001 Update” (GBATP) and its pending update. The planned extensions of Stucky Road east of Gooch Hill Road and Love Lane south of Huffine Lane are significant circulation projects that are needed to serve the greater community. They are parts of the future road system necessary to assure adequate transportation efficiency and to avoid congestion. Exhibit 10 describes future arterial road right-of-way corridors needed in the vicinity of the Plan Area. (See

Exhibit 11-6 of the GBATP). Stucky Road is listed as a “future principal arterial” with a required right-of-way (ROW) of 110 feet. Love Lane (south of Huffine Lane) is shown as a “future minor arterial” with a required ROW of 100 feet.

More precise road alignments for the future extension of these major roads through the Plan Area received great attention and discussion during the GHW Neighborhood Plan process. Several property owners expressed concern about impacts that may affect their existing homes and future development. For example, homeowners on Elk Lane (west end of future Stucky Road extension) have houses and other structures close to the existing ROW. Widening of this ROW and increased traffic will affect them. Likewise, owners of property near the intersection of Gooch Hill Road and Stucky anticipate impacts. The owner of property south of Huffine and east of Lynx Lane has similar concerns. Clearly, more detailed study is appropriate and necessary to guide future road improvements.

Therefore, the GHW Plan shows a series of potential alternative alignments for both Study Road and Love Lane (Exhibit 11-A) and recommends that they be incorporated in the GBATP Update for further study and refinement.